

In 1909 a levy of  $12\frac{1}{2}$  cents on each \$100. valuation of personal and real estate in the county, for bridge purposes. Estimated amount to be collected for building bridges \$15000.

To open and keep in repair the roads of Pocahontas county. Little Levels District- estimated cost \$4180.  
Huntersville District-- estimated cost, \$2544.,  
Edray District-----estimated cost, \$5500.  
Greenbank District---- estimated cost, \$8000. with a levy of  $12\frac{1}{2}$  cents on the \$100. valuation of property in the county.

The District road estimate for 1912 was as follows:

Huntersville District, \$2094.44 or  $13\frac{1}{2}$  cents on the \$100. valuation.  
Edray District, 3780. Or  $12\frac{1}{2}$  cents on the \$100. valuation.  
Greenbank District, \$5608,  $12\frac{1}{2}$  cents on the \$100 valuation.  
Little Levels District, \$3932.62,  $13\frac{1}{2}$  cents on the \$100 valuation.

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In 1911 a special levy was laid to erect three bridges; one across Greenbrier river near Mollie Houchens, another across Douthards Creek near H. Lee White's, and the other across Clover Creek at Clover Lick. A levy of 5 cents on the \$100. valuation on all real and personal property in the county.

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You will notice that all of these bridges were built by construction companies from out of the state. It was not until George W. Duncan organized the Duncan Construction

Company, Marlinton, W. Va. that bridges were built by a local construction company. On May 15, 1917 he was given a contract to build three bridges; one at Rimel, one at Bartow, and one across Stony Creek. These were to be reinforced concrete bridges and were to cost \$6050.

Members of County Court (N.R. Price, Pres.  
(B.M. Arbogast  
(J.S. McNeel

From this time many of the smaller bridges and other concrete *road* work was done by the Duncan Construction Company.

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One of these old narrow, one way bridges that was built across Knapps Creek, between Huntersville and Minnehaha Springs, collapsed in March, 1937 when some heavy road machinery was being transported over it. It was replaced by a modern reinforced concrete bridge so located as to eliminate a very bad and dangerous curve in the road.

Most of these steel bridges have a load limit of from three to five tons.

Pocahontas

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Chapter 8 transportation

Section 3b                      Bus Service

In 1931 the Seneca Trail busses were extended through this county, but after a short time they sold to the Reynolds Line in Clarksburg who have greatly expanded the line and the services rendered.

The busses in this county pass over U. S. Route No. 219 on a run from Bluefield to Clarksburg. They make connection with all other buss lines that come to Bluefield, Lewisburg and Clarksburg.

They carry express and C. O. D. packages. The rate for travel is around  $3\frac{1}{2}$  cents per mile.

These busses stop at Droop Camp on Droop Mountain, Hillsboro, Mill Point, Buckeye, Marlinton, and Slaty Fork. The east bound and west bound busses make connection at Marlinton. There is no regular buss station, but tickets and other information can be gotten at Johnsons Restaurant from Walker Dale Irvine who looks after the companys business and sells tickets. This line will furnish busses to be chartered for special occasions and purposes at any time.

This line also bring busses into this county over U. S. Route No. 250 to Durbin, Frank and Bartow. From Bartow they go over route 28 to Thornwood, thence into Pendleton County.